

It is important for the economic health of Northern Virginia and the region to continue the development of critical transportation improvements. The regional projects that Virginia is working with the District include the 14th Street Bridge improvements and certain Intelligent Transportation System (ITS) projects.

Virginia supports this measure to allow the needed transportation projects to move forward this construction season and not delay much needed projects. If we can provide any additional information, please do not hesitate to call me.

Sincerely,

ROBERT E. MARTÍNEZ.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, DC, July 17, 1995.

Hon. ROBERT DOLE,
Majority Leader of the Senate, Washington, DC.

DEAR SENATOR DOLE: On July 11, the Senate Environment and Public Works Committee passed legislation, introduced by Senator John Warner, that would waive the local match of federal highway funds for the District of Columbia for FY 1995 and FY 1996. I write now to seek your assistance in getting this legislation through the Senate.

Without swift passage of this legislation in both chambers, before August 1, \$82 million in FY 1995 apportioned monies and a similar amount in FY 1996 will be unavailable. It is essential to the economic health of the District and the region to repair the gateway streets used by regional commuters and 20 million visitors annually.

No new highway projects are planned this fiscal year in the District; nor have any bids been solicited over the past 18 months because the District's fiscal crisis has left the city unable to meet the matching funds requirement for federal monies. As you know, this federal money does not linger in the government bureaucracy but gets flushed right into the private sector when a city bids from private sector contractors to work on the projects.

The waiver in the Warner bill is based on precedents from P.L. 94-30 in 1975, P.L. 97-424 in 1982 and P.L. 102-240 in 1991. With the waiver, vital District projects to improve the major gateways into the city could proceed, aiding more tourists and commuters than D.C. residents, and providing desperately needed jobs and economic development for the city.

Please help.

Best personal regards.

Sincerely,

ELEANOR HOLMES NORTON.

Mr. WARNER. Mr. President, on a related matter, I would like to share with the Senate my longstanding interest in preserving the historic integrity of Constitution Avenue. This panoramic avenue has witnessed many landmark events in our Nation's history. It links the Lincoln Monument to the U.S. Capitol with many of the principal U.S. Government offices, national museums, and the National Gallery of Art gracing this historic avenue.

Unfortunately it has fallen into a serious state of disrepair. It has become a corridor overburdened with mobile street vendors.

Formerly known as B Street, it was renamed Constitution Avenue in 1913 and hosted President Franklin Roosevelt's inaugural parades. President Roosevelt was the first President to break with tradition and host his inaugural parade along Constitution Ave-

nue rather than the formerly used routing along Pennsylvania Avenue.

Today I believe that the historic beauty of Constitution Avenue is marred by an increasing number of vendor vehicles permanently located along this corridor. These vendors create gridlock, as they scramble to park, during peak usage of this vital corridor. They distract from the intrinsic beauty and historic tradition of this corridor. Cannot the users and visitors to this great capitol city have one avenue free of commercial buildings and commercial vehicles?

I have shared these views with the Mayor of the District of Columbia, and I will continue to work for these goals.

Mr. HATFIELD. Mr. President, I ask unanimous consent that the bill be considered and deemed read a third time, passed, and that the motion to reconsider be laid upon the table, and that any statements relating to the bill be placed at the appropriate place in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

So the bill (S. 1023), was deemed read for a third time and passed, as follows:

S. 1023

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "District of Columbia Emergency Highway Relief Act".

SEC. 2. DISTRICT OF COLUMBIA EMERGENCY HIGHWAY RELIEF.

(a) TEMPORARY WAIVER OF NON-FEDERAL SHARE.—Notwithstanding any other law, during fiscal years 1995 and 1996, the Federal share of the costs of a project within the District of Columbia described in subsection (b) shall be a percentage requested by the District of Columbia, but not to exceed 100 percent of the costs of the project.

(b) ELIGIBLE PROJECTS.—A project referred to in subsection (a) is a project—

(1) for which the United States—

(A) is obligated to pay under title 23, United States Code, on the date of enactment of this Act; or

(B) becomes obligated to pay under title 23, United States Code, during any portion of the period beginning on the date of enactment of this Act and ending on September 30, 1996; and

(2) that is—

(A) for a route proposed for inclusion in the National Highway System; or

(B) of regional significance (as determined by the Secretary of Transportation); with respect to which the Mayor of the District of Columbia certifies that sufficient funds are not available to pay the full non-Federal share of the costs of the project.

(c) REPAYMENT.—

(1) OBLIGATION TO REPAY.—Not later than September 30, 1996, the District of Columbia shall repay to the United States, with respect to each project for which an increased Federal share is paid under subsection (a), an amount equal to the difference between—

(A) the amount of the costs of the project paid by the United States under subsection (a); and

(B) the amount of the costs of the project that would have been paid by the United States but for subsection (a).

(2) DEPOSIT OF REPAID FUNDS.—A repayment made under paragraph (1) with respect to a project shall be—

(A) deposited in the Highway Trust Fund established by section 9503 of the Internal Revenue Code of 1986; and

(B) credited to the appropriate account of the District of Columbia for the category of the project.

(3) FAILURE TO REPAY.—

(A) DEDUCTIONS.—If the District of Columbia fails to make a repayment required under paragraph (1) with respect to a project, the Secretary of Transportation shall deduct an amount equal to the amount of the failed repayment from funds appropriated or allocated for the category of the project for fiscal year 1997 to the District of Columbia under title 23, United States Code.

(B) REAPPORTIONMENT.—Any amount deducted under subparagraph (A) shall be reapportioned for fiscal year 1997 in accordance with title 23, United States Code, to a State other than the District of Columbia.

SEC. 3. REPORT TO CONGRESS.

Not later than November 1, 1995, and November 1, 1996, the Secretary of Transportation shall prepare and submit to the Committee on Environment and Public Works of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report describing—

(1) each project within the District of Columbia for which an increased Federal share has been paid under section 2;

(2) any specific cause of delay in the rate of obligation of Federal funds made available under section 2; and

(3) any other information that the Secretary of Transportation determines is relevant.

ORDERS FOR FRIDAY, JULY 21, 1995

Mr. HATFIELD. Mr. President, I ask unanimous consent that when the Senate completes its business today it stand in recess until the hour of 9 a.m. on Friday, July 21, 1995; that following the prayer, the Journal of proceedings be deemed approved to date, that the time for the two leaders be reserved for their use later in the day, and that the Senate then immediately begin consideration of H.R. 1817, the military construction appropriations bill.

The PRESIDING OFFICER. Without objection, it is so ordered.

PROGRAM

Mr. HATFIELD. Mr. President, for the information of all Senators, under the previous order, the Senate will resume consideration of the MILCON appropriations bill at 9 a.m. tomorrow. Also, under the unanimous consent agreement entered into earlier this evening, the Senate will resume consideration of the rescissions bill at 10:20 tomorrow morning. Under that agreement, there will be approximately 40 minutes of debate remaining on the bill. Following that debate, at approximately 11 a.m. the Senate will proceed to vote on a motion to table the first Wellstone amendment. That vote may be followed by an immediate vote on the motion to table the second Wellstone amendment to be followed by a vote on passage of the rescissions bill.

All Senators should, therefore, be aware that rollcall votes will occur throughout Friday's session of the Senate.